



DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

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8-45

Edmonton, Alberta, September 10, 1946.

YOUR FILE	SUBJECT	OUR FILE
	P & W R1830-92 Engine #42-108483 #11 Induction Port Failure Douglas DC3 <u>CF-ECN</u>	1-560

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A22294

TRANSPORT-RECORDS
SEP 13 P.M. 1946
File 3808 13-14

Controller of Civil Aviation,
OTTAWA.

Attention: Chief Aeronautical Engineer

1. Attached hereto report on the failure of #11 Induction Port Insert on the subject engine. The failure occurred while doing a run up on the ground prior to take off. An examination of the remains of the alloy insert disclosed nothing as the subsequent fire had fused about two thirds of the insert and nothing could be determined from a visual inspection. The engine has a total time of 515:55 hours since new, 30:00 hours since complete overhaul and approximately 4:00 hours since top overhaul.

2. After discussing this failure with the mechanics who carried out the top overhaul, it is thought that faulty technique when installing the intake pipe may have been the cause of the failure, as the instructions contained in paragraph 4, page 122, of the Operator's Handbook were not fully complied with (i.e.) if the blower end of the intake pipe is tightened up first there is liable to be considerable misalignment at the cylinder end. A copy of the Manufacturers' comments on this failure would be appreciated.

2 copies please

JJC/mp

JJC
J. J. Currie
Resident Inspector, A.I.D.